

## "BO" WRITES "SI" ON ROUTE TO RICHMOND

Tells of Progress on Chopawamsic Section of Road.

Dear Bo—Well I have some good news for you and it really is good news. The Chopawamsic swamp is about to be fixed. Bids were opened the other day for building this stretch of road which for so long a time has kept those about to traverse it wondering whether or not to take along their anchors and life preservers. It is hoped that before snow flies we will be able to start out of here in the morning and arrive in Richmond, all the same day without in any way inconveniencing ourselves. No reason in the world why we should not because it is only something over a hundred and twenty-five miles between the two cities and will be hard road. If the railroad strike lasts that long we can run down and get our cigarettes and in a pinch come home the same day.

Roy Livingston claims that it is largely due to the fact that he kicked in the mite for the road just at the time he did that the contract was let now. He claims his luck was heavy enough to overbalance the scales in favor of the road. There are some more intown, though, who could help weigh down the scales considerably more, as all the money needed to do the job up right is not at hand yet.

"Joe" Trew returned from Virginia yesterday. He has been rustivating for the past week. Claims that he got back into his old stride while away and can now plough a row of corn as good as anyone and never pull out a hill. Perhaps he can, but there is an old saying that seeing is believing.

Fred Harveycutter, sitting back at his desk last week, certainly was good for sore eyes. Though the old pep has not come back yet, still he is mighty glad to be able to be out and around again. It is almost three months since he was hurt diving at Chesapeake Beach at the time of the Chamber of Commerce excursion.

What do you know about Emerson & Orme grabbing off the Buick agency. Right away I see where Jim Orme discharges that old wreck he has been hobbling about the streets in for the last few decades and begins sporting a new Buick Six. They certainly have the place to handle this car. Every one who has been through the plant, both home folk and visitors, claim it is the finest thing in the way of an automobile home they have ever seen. Personally, I agree that they are just about right in their statements.

Royce Hough has a mascot in the way of a coal black kitten that goes by the name of Scripps. The cat owns the place, and outside of a dog chasing it now and then when it ventures outside, it leads a very peaceful existence. Royce thinks too much of the cat that I would not be at all surprised to see him taking it out for an airing some afternoon in his Marmon demonstrator.

Happened in on Sam Luttrell the other morning. Sam is very busy these days keeping an eye on the work and hopes that by the middle of the month the work will be done. The additional floor is just what he needs to handle the Packard service department the way he demands that it be run. By the way, he is looking for his new "H" Packards anytime now.

Had quite a chat with "Bob" Haakins the other day. You know "Bob" is now sales manager for the Auburn Pathfinder Sales Company. Tells me that he is doing very well, in fact, much better than he had hoped to when he went with them. "Bob" makes a friend of every one he sells, which in itself is a big asset.

"Dick" Wheat, of Barber & Ross, is leading a strenuous life these days. To quote him, "everybody that I know seems to be going away over Labor Day and each and every one wants something for their car. Half a dozen have put on Stromberg carburetors, and it has been up to me to adjust them after they were installed." Well, he is big enough to stand the gaff.

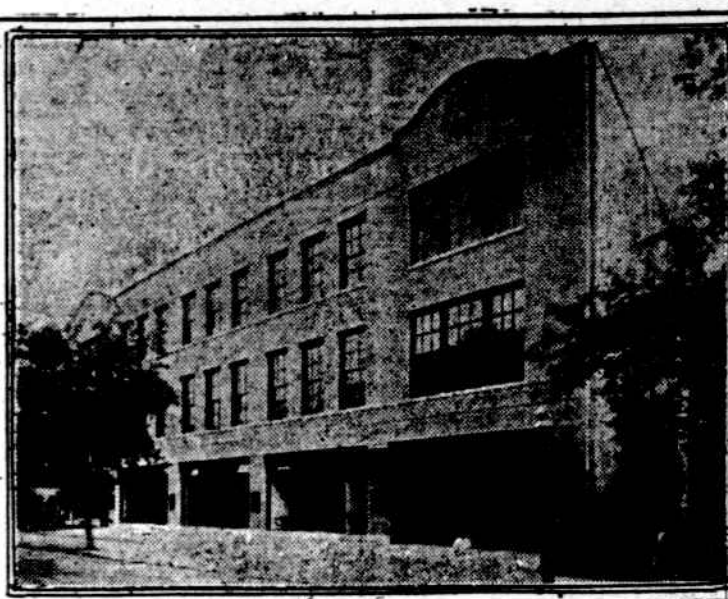
"Rich" Willett is getting to be quite a tourist. You know "Bob's" firm, the United States Tire Company, furnished him with a Maxwell roadster the first of July. Since receiving it, he has covered about 3,000 miles, all in the interest of his company, to listen to what he has to say. Johansen takes his word for it, so guess that no one else can say nay.

Gemmell, of Goodyear fame, was telling me Friday that his company is now equipping the racing cars throughout the country, or at least a large proportion of them with Goodyear cord tires, and to date have had very good success with them. The primary object in doing this is to test the tires under the severest conditions. Possible. Every one you available, concedes that here is nothing harder on tire or car than a long race.

"Rudy" Jose is playing the watchful waiting game. He is waiting for his new model Cadillac car to arrive. From the advance information received, the only changes will be minor ones, and these more in the nature of refinements. The fact that the Cadillac Motor Company intends continuing to build the eight-cylinder motor, sort of puts a crimp in the statement of those who were certain that they had abandoned this motor and were coming back to the four-cylinder car.

Well, my friend Hennessey just asked what was an Irishman doing writing on orange-colored copy paper. Guess I will have to stop right here and now such, being the case, for owing to the paper shortage it is the only kind available. Goodnight, "SI."

## The Newest Motor Car Home in Washington.



Two views of Emerson & Orme's new quarters on M street.

## EMERSON AND ORME TO HANDLE BUICKS

Old Established Dealers Take Over New Line.

Two names synonymous each in their respective lines are now coupled together in Washington, Emerson & Orme and Buick. The name Emerson & Orme has long stood for quality among the motoring public of Washington, and they have long been known as the place where better service is given it will still be Emerson & Orme service. The Buick Motor Company some time ago adopted as their own saying, "when better automobiles are built Buick will build them."

Last week Emerson & Orme closed for the Buick agency in Washington. Buick has long been one of the leaders among the medium-priced cars of the country. This year they are building a car cheap in price, and doubtless before the year is over they will be numbered among the leaders in the low-priced field. Turning over the agency to a firm of individuals after operating a branch in this city for a number of years does not mean that the Buick Motor Company as such will go out of business in this city. They plan to still continue their Connecticut avenue branch as a retail store. The service station on L street will also be retained. Intensified selling methods is the vogue

## HAYNES MOTOR CO. ADOPTS SERVICE PLAN

New Method Guarantees Service of 8,000 Miles.

The Haynes Motor Company have adopted a service plan that is original to Washington at least. All Haynes owners at the time of purchasing their car are given a card which is divided off into squares, each one representing 500 miles and so numbered. Eight thousand is the highest square. Instructions are given to the owner to bring his car to the service station after he has driven it every 500 miles and have it looked over. This work and the necessary adjustments are part of the service that is due every owner of this make machine. The card must be presented each time that service is asked for under this guarantee. On the card is the owner's name, address, year and model of his car and motor number. The card is also numbered.

The service manager in his book has an account with every numbered card that is out and as the possessors show them at the time, service on the car is given and a record made in the book of the day, date and exact nature of service or repairs that were made. In this way an accurate record is kept of the performance of each machine that is in use. D. B. Gish, manager of the Haynes Motor Company, states that 8,000 miles was decided upon as the basis of free service because this is about the mileage that the average owner will make in a year. Bringing in the car every 500 miles for adjustment and examination prevents any serious trouble developing.

Most firms while they give their owners service do so under the so-called year's guarantee of service. Owners come in when it best suits their convenience and no absolute record is kept of the amount of work done on the cars. Also it is fairer to the general run of motorists. If a man does not drive his machine 5,000 miles within a year his service guarantee remains intact until after he has covered that amount of mileage.

## PERCENTAGE PRIZES BARRED.

Only Cash Rewards Will Be Allowed in Future.

The offering of prizes based on percentage of receipts will no longer be tolerated by the Contest Board of the American Automobile Association. The matter was brought to a head because of the difficulties arising from the action of the Sioux City (Ia.) speedway management, where the distribution of prizes based on percentage caused a lot of trouble with the drivers. Hereafter only cash prizes posted in advance will be permitted.

Our old friend Jesse Haas must sit up nights thinking out window display ideas. His latest is a moving picture stunt of motor cars and motorcycles racing. All Firestone equipped to be sure. Rather appropriate right now in view of the automobile races tomorrow.

## FRONT VIEW OF EMERSON AND ORME GARAGE



AN INTERIOR VIEW

## COMFORT PREVAILS IN PACKARD RUNABOUT

Many Mechanical Features Also Included in New Type.

The Packard Motor Car Company has announced its second series of twelve-cylinder motor cars following the delivery in the last year of nearly 8,000 Twin Sixes and their successful operation in the hands of owners. The company also announces that, although the last season's output was nearly three times as great as that of the previous year, a further substantial increase in production will be made in the next twelve months.

When the first Packard was built in 1899 it had back of it the principle of building only the highest quality of car. Persisting in this wise policy, the Packard Company has made each year a consistent advance in design, accompanied by a corresponding increase in volume of business.

The new model cars are built considerably lower than any previous Packard cars, the chassis alone being approximately two inches lower. This has been made possible by using 33-1/2 inch tires on all four wheels, by flattening the rear springs and by the lowering of the spring pad on the front axle, thus bringing the running boards to sixteen inches from the ground. This lower construction greatly improves the appearance of the cars and makes them more compact. The bodies are roomy and comfortable.

There is an entirely new body, a very neat four-passenger runabout. In this newest Packard body there are individual front seats, with a passageway between, so that two persons may be seated comfortably in the cosy rear compartment.

Plaited Upholstery Used. A new type of upholstery springs is used, making it possible to lower all seats. The upholstery in the open bodies is straight-grain, hand-buffed leather, plaited instead of tufted, while for the enclosed bodies a wide range of exclusive upholstery is offered the purchaser.

In the touring bodies, excepting the "2-35" salon touring, and in all of the six-passenger enclosed bodies, the folding seats are of the forward disappearing type.

Probably the most noteworthy change from the mechanical point of view is the unique water circulation system. In the place of the water being expelled from the forward ends of the cylinder blocks, as is customary with V-type motors, the gas intake manifold has been cored out to permit all water from the cylinder jackets to be circulated through this manifold and thence to the radiator through a single tube at the center. This arrangement not only eliminates considerable tubing, but causes the water to surround the gas intake header while at the highest temperature and greatly as-

ists in the vaporization of the gasoline.

The motor is simpler in design, yet unchanged in general construction. The bore is three inches and the stroke is five inches as in the previous model. The twelve cylinders are cast in two blocks of six placed at an angle of 60 degrees and slightly offset so that the connecting rods from opposite cylinders are attached side by side on the same crank pin of a six-cylinder crank shaft.

There are a number of minor changes, contributing to the mechanical excellence of the engine. The cylinder heads have been made detachable to insure a more perfect machining of the combustion chamber, with a consequent greater uniformity of compression. This also makes it a simple matter to keep the cylinders free from carbon and at the same time does away with the necessity of valve chamber plugs.

The generator has been improved internally and runs faster than in the past season's model.

The tension of the foot brake pedal retracting springs has been decreased. The change-speed lever has been re-designed to give more clearance and is now equipped with a ball end.

The chassis frame is 71-1/2 inches deep instead of 6 inches and is re-enforced over the rear axle, which will tend to eliminate the possibility of any body distortion.

Russia is estimated to have more than 4,000,000 acres of land that would produce cotton if irrigated.

## EMERSON & ORME

### ANNOUNCE

Their appointment as District of Columbia distributors for

# Buick

### Automobiles

We have a new modern, fireproof, sanitary and well ventilated garage for both gasoline and electric cars and give the highest class service at moderate prices.

## Emerson & Orme Garage

1620-1626 M St.

Phone N. 8780

## DON'T WORRY About The Big Railroad Strike

Buy a HAYNES Automobile

and drive to New York in seven hours and twenty-six minutes

It Has Been Done With a Haynes

Immediate Delivery.

Haynes Motor Co., Inc.

1529 M St. Phone N. 331.

Watch the Record-Breaking Cars Equipped With



110 h. p. Stutz.  
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Sales and Service Station  
1318 14th St. Phone N. 2746.

## Used Cars for Sale

Auburn 7-Passenger, 1915.....	\$725.00
Hudson 7-Passenger, 1915.....	\$600.00
Ford 5-Passenger, 1914.....	\$200.00
Packard 3-Passenger, 1912.....	\$650.00
Krit 5-Passenger, 1915.....	\$350.00
Maxwell 4-Passenger, 1911.....	\$125.00
Chalmers 5-Passenger, 1911.....	\$100.00

TERMS IF DESIRED.

## UNION GARAGE

G St., Between 6th & 7th. Phone M. 8596

G. S. DUVALL, Mgr. Used Car Dept.

## CHEVROLET MAKES GOOD ITS PROMISE

When the Chevrolet Motor Company first offered its Model "FOUR-NINETY" Touring Car to automobile dealers and the public at the New York Show in January, 1915, with electric lights and starter, at the then sensational price of \$550, the management stated frankly that the name "FOUR-NINETY" really meant something and that, whenever the company's manufacturing facilities and production justified it, the price on this car, electrically equipped, should be \$490.

Since the above date, the Chevrolet Company has completed the best motor plant in this country; has built and equipped an up-to-the-minute axle plant; has acquired a complete transmission plant, and has in operation seven large assembling plants. The Chevrolet Company has now reached a volume of production which enables it to make good its original promise.

We are pleased to advise that the 1917 contracts, which are now going out to Chevrolet dealers, present the Model "FOUR-NINETY" to the public at \$490, fully equipped, with a standard, two-unit electric lighting and starting system built into the car.

THIS MAKES THE MODEL "FOUR-NINETY" THE LOWEST PRICED ELECTRICALLY LIGHTED AND STARTED AUTOMOBILE IN THE MARKET TODAY.

## CHEVROLET MOTOR COMPANY

RETAIL BRANCH  
1218 CONNECTICUT AVENUE N. W.  
Office Phone, N. 2415. Service Station, N. 8870.

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FLINT-MICH-ST-LOUIS-MO-OAKLAND-CAL-  
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